

sary examinations and surveys to be made for the location of the road.

On the 4th of July, 1828, the ceremony of laying the first stone was performed; but it was not until the autumn of that year that active operations towards the construction of the work were commenced; since that period its prosecution has been pursued with energy and zeal.

Owing to the peculiarly unfavourable topography of the country, on the first division of the road, the difficulties there have been very great, and have necessarily involved a considerable delay and expense. Taking into view, however, the extent of the excavations, embankments, viaducts, bridges, and culverts, all of which have been accomplished in a manner not surpassed in this or any other country; it is confidently believed that no similar undertaking has been advanced with greater despatch, either here or abroad.

Now that the company have accomplished the most difficult part of their undertaking, and acquired, by experience, much valuable information and many facilities, which, from the novelty of the subject, could only be gained from a course of practical experiments, all doubts have been removed, and they are encouraged, by the most cheering confidence, in the entire success of their enterprize: at the same time, judging from the results ascertained since the valley of the Patapsco has been gained, they entertain no doubt but that the graduation, masonry, and construction with a double set of tracks may be accomplished between the present termination of the road and the Ohio river, at or nearly within the original estimated cost of \$20,000 per mile, and that in the event of the requisite funds being placed at the disposal of this company, the whole work might be completed and put into operation in five years.

From the extremely unfavourable surface over which the road was necessarily to pass for the first eight miles, in order to reach the valley of the Patapsco, it was